

AIRBORNE TACTICAL ADVANTAGE COMPANY



December 6, 2017
Joint Commission on Technology & Science

- ATAC – Who we are
- ATAC – What we do
- Virginia Issue



ATAC's MISSION:

“Provide excellence in professional, tactical airborne training to enhance US and allied warfighter combat readiness”

**ATAC
VALUES:**

Integrity
Teamwork
Professionalism
A Commitment to Safety



**BUSINESS
FOCUS:**

Customer-centric
Value to the Warfighter
Conservative Execution
Top Pilots and Maintenance Staff

WHO WE ARE

- Headquartered in Newport News, Virginia.
- Started in 1994/USAF veteran
- 58 employees in Virginia
- 90% of employees are veterans (32 fighter pilots)
- Global leader in tactical aviation training
- Executing approximately 5,000 flight hours per year in support of U.S. Navy, U.S. Marine Corp and U.S. Air Force.
- Two-thirds of the U.S. Navy/ATAC contract requires the use of Hawker Hunter aircraft.



PILOT CADRE

- Former / Current USAF, USN, & USMC Fighter Pilots
- Average Over 3,000 Fighter Hours & *Over 600 Hours in Type*
- 100% Instructor Pilots, > 75% TOPGUN / WIC Graduates
- F-18, F-15, F-16, F-14, F-5, F-4, F-105, A-4, A-7, A-10



WHAT WE DO

- Nearly 50,000 Support Hours Flown to Date
- ATAC is the ONLY company flying supersonic aircraft in support of the DOD
- ATAC is the ONLY company based in Virginia providing tactical aviation training to the military
- ATAC is the ONLY company in the U.S. providing tactical aviation training to the military using Hawker Hunter aircraft
- All ATAC Aircraft in Virginia are Certified for Public Use by the DOD and the FAA

Mission Examples and End-Customer Mix



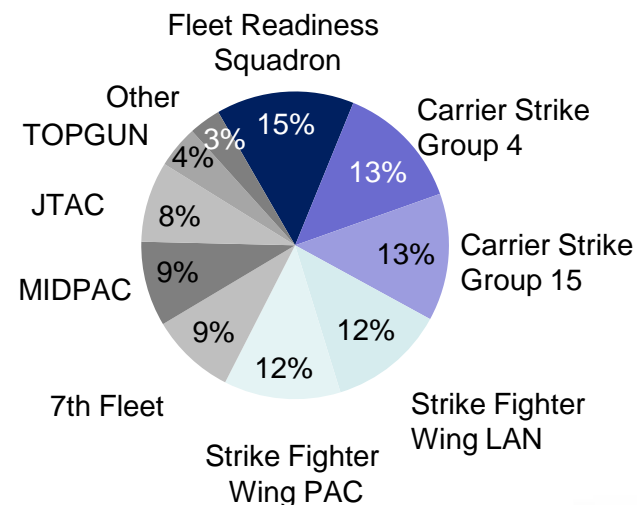
Upper left: Aircraft Carrier Strike Groups (Fleet Integrated / Pre-deployment Training)



Upper right: Fighter Training (Squadrons, Strike-Fighter Advanced Readiness)

Lower left: Advanced, Graduate-level Adversary Training (TOPGUN, Airwing)

Lower right: Joint Terminal Attack Training (JTAC)



WHAT WE DO

➤ Integrated Training Support

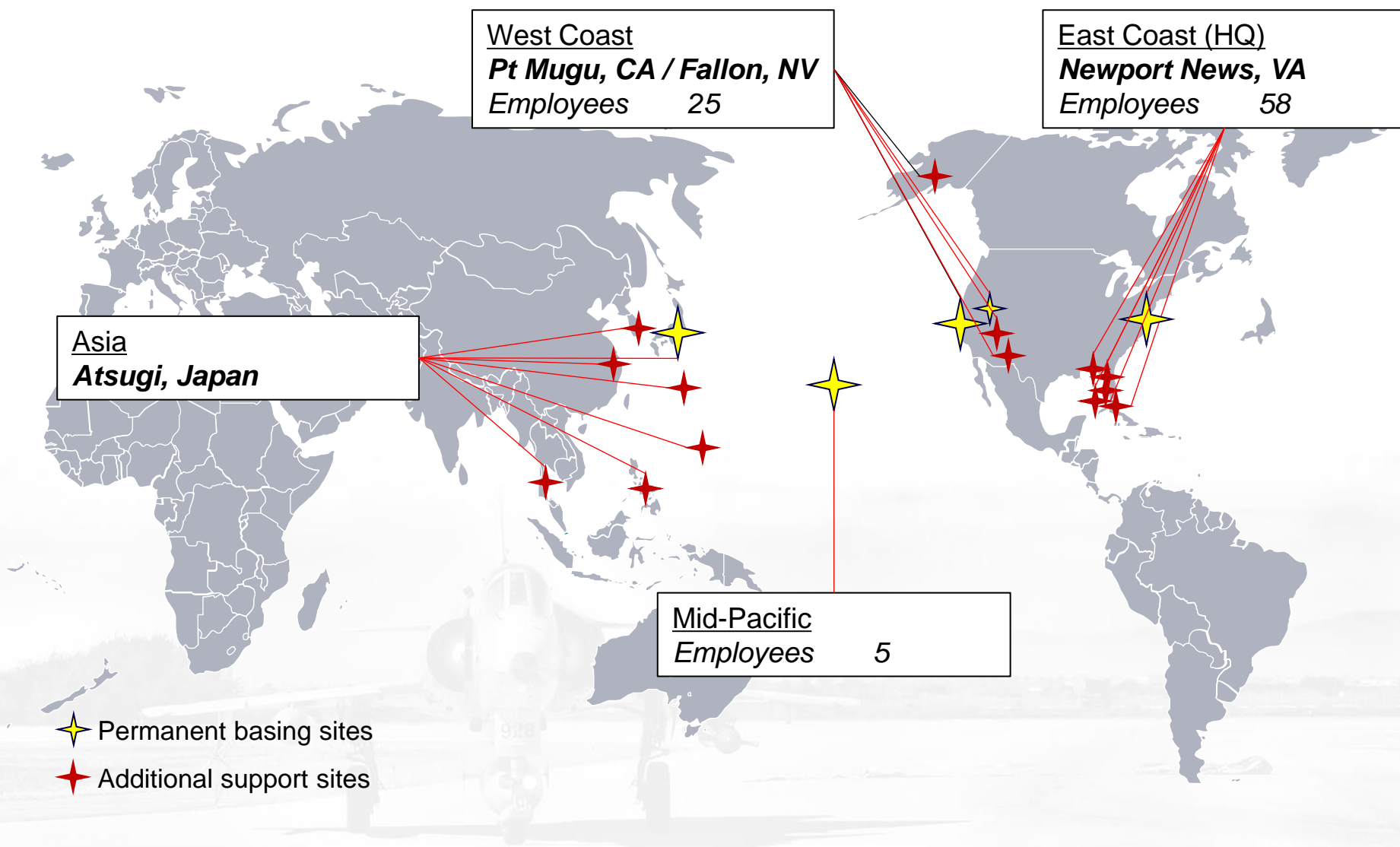
- Training ALL Carrier Strike Groups 3-4x prior to deployment
- Training ALL Oceana Fighter Squadrons, Langley F-22's
- Training All Three Services' F-35 Schoolhouses
- Only DOD-approved Entity for "TOPGUN" classes
- Adversary Force for F-18, F-22 and F-35

➤ 50,000 hrs. of DOD Support

- Adversary Squadron Augmentation
- Saved Navy >\$1 Billion
- Saved >200 FA-18 "Hornet Years" for the Navy



"ATAC is a National Asset for the US Navy." – Commander, 3rd Fleet



F-21 Kfir



Ceiling: 55,000 MSL
Max Speed 1,100 Knots (Mach 2.0)
Max Climb Rate: 35,000+ fpm
Max Endurance: 2.0 hours
Payload: 12,000 lbs on 7 hardpoints
G Limits +7.5 / -3.0
EA: Internal and podded

Mk-58 Hunter



Ceiling: 50,000 MSL
Max Speed: 525 Knots (Mach 0.90)
Max Climb Rate: 16,000+ fpm
Max Endurance: 2.8 hours
Payload: 12,000 lbs on 7 hardpoints
G Limits: +7.0 / -3.8
EA: Pods

L-39 Albatros



Ceiling: 36,000 MSL
Max Speed 490 Knots (Mach 0.80)
Max Climb Rate: 4,130+ fpm
Max Endurance: 3.8 hours
Payload: 2,500 lbs on 4 hardpoints
G Limits: +8.0 / -4.0
EA: Pods

THE ISSUE

- Virginia Code § 5.1.-5 requires civil aircraft operating in the Commonwealth for more than 60 days in 12 months must license the aircraft with the Dept. of Aviation.
- Once licensed, Virginia aircraft sales and use tax under Virginia Code § 58.1-1502 is triggered.
- Virginia Code § 58.1-1502(2.) requires a 2% tax on the sale price of each aircraft not sold in Virginia but required to be licensed for use in Virginia. If registered six months after acquisition, 2% of market value or 2% of purchase price – whichever is lower.
- Aircraft defined as “public aircraft” under Virginia Code § 5.1-1 are not required to register. “Public aircraft” means an aircraft used exclusively in the service of any state, or political subdivision thereof, or the federal government.”
- JCOTS 2017 Report: *Aerospace in Virginia*: “Recommendation 4.1. Virginia must aggressively search for new opportunities in the financially-constrained federal sector and secure these opportunities for the Commonwealth.” (page 51)

